safer bromley partnership

Managing the Public Realm (Orpington) Meeting
Monday 22nd November 2010

Minutes

Present:

Councillor Peter Morgan (Vice-Chairman in the Chair),
James Cleverly (GLA Member),
Nigel Davies (LBB Environmental Services),
Clive Davison (LBB Environmental Services),
Ch Supt Charles Griggs (Metropolitan Police),
Steven Heeley (LBB Environmental Services),
Peter Howarth (Transport for London),
Paul King (LBB Children and Young People Department),
Simon Norton (Orpington College),
Colin Newman (LBB Environmental Services),
Dave Prebble (Metropolitan Police).

1   INTRODUCTIONS/APOLOGIES FOR ABSENCE

1.1   Apologies were received from Councillor Tim Stevens JP (Chairman).

1.2   Councillor Peter Morgan declared an interest as a Governor of Bromley College of Further and Higher Education

2   MINUTES OF LAST MEETING

2.1   The minutes of the meeting held on 23rd August 2010 were agreed.

3   LEVELS OF CRIME AND DISORDER

3.1   Charles Griggs provided a brief overview of crime and disorder levels since the initial incident in November 2009. The incident of Affray in Orpington in November 2009 had resulted in the arrest and conviction of 6 individuals, and the college had also imposed temporary and permanent exclusions. Since that time, analysis of crime levels within the area did not identify any significant cause for concern in terms of the number of offences, although there had been a minor incident in Market Square, Bromley involving students from Bromley College in September 2010.

3.2   Simon Norton noted that a range of interventions put in place since November 2009 had made a positive impact. A number of additional actions had also been identified to contribute to measures to manage the public realm, including the identification of young people applying to the college who had a sustained record for disorderly behaviour. The college was also

working with police to identify young people involved in disruptive incidents in advance of enrolment, and implementing a range of crime reduction strategies such as increased police presence and use of CCTV.

3.3 The importance of maintaining a secure transport network was highlighted. Peter Howarth noted that Transport for London had not experienced any major issues on bus routes in Orpington Town Centre since the incident in November 2009, and that reporting of minor incidents was low. The Safety and Citizenship Team had delivered 8 sessions at Orpington College in September 2010 as part of the enrolment, which had been well received. Other issues identified included students being unaware they could apply for a 16+ Oyster zip card for free or discounted travel across London. James Cleverly noted that the removal of travel card privileges could also be used as an effective sanction.

4   INTERVENTION REVIEW

4.1 Those present were invited to reflect on the interventions that had been put in place since November and assess their impact:

Enforcement/Policing

4.2 With regard to the decision to base one of the borough's Safer Transport Teams at Orpington, James Cleverly noted that a number of officers were still not in place due to budget limitations. However the police had made a commitment to prioritise the number of Police Community Support Officers on public transport. The team of Police Community Support Officers in Orpington was currently fully staffed and this would continue to be a priority.

> **Action: James Cleverly undertook to seek a clarification in relation to the hub team.**

Information Exchange

4.3 The Borough Commander highlighted that screening of students would continue from January 2011. Those enrolling for the College were now asked to disclose previous involvement with the Police and there was a greater exchange of information between the Police and the College to ensure high risk cases were identified and risk management strategies could be put in place.

4.4 James Cleverly underlined good practice that had been developed by partners in response to the incident in September 2009, and noted that the processes developed could be shared with other colleges, particularly Bromley College of Further and Higher Education in light of the proposed merger.

4.5 A significant area of information exchange was in relation to the legal requirement on Education authorities to supply information on the 'Behavioural Background' of pupils enrolling at College. This was felt to be of particular benefit to Orpington College as 75% of students were from out of the borough. Safer Schools Officers and the Bromley Safeguarding Children

Board had an important role in bringing together schools, the representatives of key partner agencies and the Police to share information, but there was still more work to be done.

Paul King to investigate how the exchange of information between partner agencies could be supported.

Communications

4.6 The Head of Community Safety confirmed that Susie Clark would act as the Lead Officer from the LBB Communications Team, and was currently looking at how good practice developed by partners might be shared. It was important to publicise 'good news' stories and the work of the Street Pastors team in Orpington continued to have a positive impact on the town centre.

4.7 James Cleverly noted the potential linkages that might be developed between students and local businesses, and Simon Norton underlined the Class Ambassadors initiative at the college which aimed to develop a good relationship between students of the college and local businesses.

Susie Clark to lead on the issue of joint work with Orpington College as part of the "handover" of communications tasks at LBB.

Transport Interventions

4.8 Following the significant role that transport issues had played in the previous incident, Steve Heeley confirmed that a dedicated Travel Plan had now been developed in partnership with the College. The Chairman noted the need to promote sustainable transport, such as cycling.

4.9 Peter Howarth reported that Transport for London had considered a range of measures to support improved reliability of the 51 bus route and noted that a new text messaging service would be delivered in Spring 2011 that provided real time travel information to passengers. The re-siting of a key bus stop on the 51 route had been considered but was felt to be impractical, however Transport for London would continue to meet termly with stakeholders to monitor the situation. A college travel code had been developed and Simon Norton highlighted the importance of informing students when there was major disruption with public transport.

4.10 James Cleverly provided an update on representations to introduce barriers at St Mary Cray station. Following consideration by the network provider, the proposed barrier scheme was unlikely to be taken forward as the layout of the station made the introduction of barriers awkward. This could be revisited when the franchise came up for renewal.

Action: Simon Norton to consider the promotion of sustainable transport.
Action: Representations to continue to be made around the introduction of ticket barriers at St Mary Cray station.

5   FORWARD PLANNING

5.1   The Borough Commander noted the importance of sharing information with other boroughs to support future planning of transport and the management of young people attending the college. It was also important to work with Bromley College of Further and Higher Education in light of the potential merger with Orpington College in September 2011, to ensure that plans developed by the colleges worked well together.

> **Action: Simon Norton to liaise with Sam Parrett around future planning of transport and the management of young people.**

5   IDENTIFYING RISKS

6.1   It was agreed that much had been done and there was now a strong basis from which to move forward and minimise any further incidents. However it was important to continue to make representations to Transport for London on the reliability of public transport in Orpington Town Centre, particularly around alleviating the current pinch point outside Boots on the High Street.

> **Action: Representations to be made to Transport for London for improved provision of public transport in Orpington Town Centre**

6   ANY OTHER BUSINESS

7.1   Members of the Committee discussed the need to review progress made against the issues that had been identified in light of the proposed merger between Orpington College and Bromley College of Further and Higher Education in September 2011.

7.2   It was agreed that the next meeting would be arranged for July 2011.

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APPENDIX 1 – INITIAL AREAS IDENTIFIED FROM MEETING 24/11/09

Priority Area	Issues Identified/ Actions Proposed	Lead Agency	Update
Transport Issues (Localised)	Identify need for Travel Plan	Transport for London/ Seltrans	Initial meeting regarding travel plan held on 17/12/09. Plan in development with key stakeholders.
	"Bottle-necks" – Location of Bus Stops. College entrance etc.	TfL/College	Meeting held between TfL and College regarding bus stops. College entrance addressed as part of redevelopment. Further addressed by Travel Plan
	Routing of Buses	TfL	New route for 51 bus implemented from 28/11/12
Transport Issues (Surround)	"Peripheral" locations – Lobby for installation of ticket barriers at two key "feeder" Petts Wood, St Mary Cray stations"	Police, TfL, LBB	Formal approach still to be finalised but support for move from most stakeholders.

Enforcement Issues (Policing)	Policing and role of PCSOs	Police/College	Agreed Single Point of Contact liaison with Police (PC Sev Coban). PCSOs holding "surgery" sessions at College to build relationships.
	Drug Awareness Raising	Police/College	Enforcement Week delivered in early November 2010.
	Additional Hub Team – Questions raised in relation to sustainability of current Policing commitment from mainstream allocated resources.	Police/College	TfL have raised concerns with Mayor's office regarding potential for additional resources – await response.
	Draw on "Central" resources	Police/TfL	Central resources have been deployed from Safer Transport Command based on identified local need.
	Place Ownership – will issuing of FPNs within environs impact on identifying control etc?	Police	Use of FPNs as a means of asserting ownership of locality to be further investigated. Training has been undertaken for all Safer Neighbourhood Teams
Enforcement Issues (College and Others)	Withdrawal of Oyster Cards	TfL	Suspension of Oyster Cards only implemented in extreme

			circumstances. Initial trial on border with Croydon working well.
	Promote Responsible Behaviour College Sanctions for "Trouble Makers"	College, TfL	TfL Safety & Citizenship team programme underway.
Place Management	CCTV	College, LBB	Formal protocol for College request to view CCTV (via Police team) agreed. College students can be made aware of CCTV footage but students should not be allowed to view if charges are pending.
	Staggered Timetable	College	Considered by Transport for London. Acknowledged that this represents a major task with regard timetabling demands etc.
	Expected Standards of Behaviour	College/TfL	College Youth Workers "patrolling" High Street. Commitment to robust internal discipline process and proportional punishment.

Communication (Public Facing)	Managing Press Enquiries (reactive)	College, Police, LBB	Coordination of press response in aftermath of incident.
	Managing press activity (pro-active)	College, Police, LBB	Meeting between College, LBB and Police Comms leads to identify an ongoing package of communication messages that address reputational issues and build strong message of College's role and partner management of area.
Communication (Partners)	Information Exchange	College, Police	Improved protocols agreed to ensure timely exchange of information and intelligence.
	Student Profile	College	A risk assessment tool has been developed for applicants and linkages made to utilise Police resources to assist.
	Ongoing Liaison	College, Police LBB	Timetabled at least termly.
Information Exchange	Identified need for improvement as noted above	Police, College	Agreement secured for full database provided to Police for 2009/2010 intake.